



Aviation Investigation Final Report

Location:	Santa Ana, California	Accident Number:	SEA08CA056
Date & Time:	December 31, 2007, 12:15 Local	Registration:	N2800D
Aircraft:	Piper PA-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot was receiving dual instruction from the flight instructor for the purpose of receiving a tail wheel endorsement. He had accumulated a total of 7 hours tail wheel instruction in the accident airplane. The flight instructor reported that during the landing roll, the airplane yawed to the right and entered a ground loop which collapsed the left main landing gear.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the student to maintain directional control during landing and the flight instructor's inadequate supervision of the flight.

Findings

Factual Information

History of Flight

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	68, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	June 1, 2007
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	7784 hours (Total, all aircraft), 6 hours (Total, this make and model), 117 hours (Last 90 days, all aircraft), 44 hours (Last 30 days, all aircraft)		

Student pilot Information

Certificate:	Airline transport; Commercial	Age:	52, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	May 1, 2007
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2303 hours (Total, all aircraft), 7 hours (Total, this make and model), 70 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2800D
Model/Series:	PA-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	12-1637
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-320
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SNA,40 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	4 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	19°C / -14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Santa Ana, CA (SNA)	Type of Flight Plan Filed:	None
Destination:	(SNA)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	John Wayne - Orange County SNA	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	19L	IFR Approach:	None
Runway Length/Width:	2887 ft / 75 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	33.675556,-117.868057

Administrative Information

Investigator In Charge (IIC): Struhsaker, Georgia

Additional Participating Persons:

Original Publish Date: February 28, 2008

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=67322>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).